



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | SOUTHBRIDGE, MA | Accident Number: | NYC88LA099 |
| Date & Time: | 03/01/1988, 1310 EST | Registration: | N75762 |
| Aircraft: | CESSNA 172 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING TAKEOFF FROM SOUTHBRIDGE AIRPORT, THE AIRCRAFT ENCOUNTERED A CROSSWIND. THE AIRCRAFT STARTED DRIFTING TO THE RIGHT EVEN THOUGH FULL LEFT AILERON AND FULL POWER WERE BEING APPLIED. THE PILOT CUT THE POWER TO ABORT THE TAKEOFF, AND THE AIRCRAFT IMPACTED A SNOWBANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

4. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|------------|
| Certificate: | Commercial | Age: | 52, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 03/10/1987 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 859 hours (Total, all aircraft), 859 hours (Total, this make and model), 699 hours (Pilot In Command, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|---|---|-----------------|
| Aircraft Make: | CESSNA | Registration: | N75762 |
| Model/Series: | 172 172 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 17267931 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 03/01/1988, Annual | Certified Max Gross Wt.: | 2300 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2893 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-320-H2AD |
| Registered Owner: | WORCESTER NAA FLYING CLUB | Rated Power: | 160 hp |
| Operator: | WORCESTER NAA FLYING CLUB | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|---------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0000 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 50 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 15 knots / 25 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 290° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 1310 EST | Type of Airspace: | Class G |

Airport Information

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|----------------------|-------------------|---------------------------|---------|
| Airport: | SOUTHBRIDGE (3B0) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 697 ft | Runway Surface Condition: | Dry |
| Runway Used: | 2 | IFR Approach: | None |
| Runway Length/Width: | 3500 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

| | | | |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | ROBERT L HANCOCK | Report Date: | 11/07/1989 |
| Additional Participating Persons: | JOE COSTA | | |
| Publish Date: | | | |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).